V. Needs Assessment

A. Opportunities and Enhancements

The Essex County Byways Corridor is awarded with scenic, cultural, historic, and archaeological qualities that characterize the area as a unique destination. Many opportunities exist for protecting the resources within the corridor as well as making enhancements to better accommodate recreation and tourism. Below is a list of the opportunities and enhancements that have developed with the completion of the inventory.

Opportunities:

- Preserve scenic, cultural, historic, and archaeological resources.
- Maintain and protect historic bridges and stone walls.
- Incorporate the 'potential extensions' as part of the byway.
- Identify and encourage the use of the excursion routes to expand tourism interest.

Enhancements:

- Continue to improve road surface conditions.
- Develop scenic overlooks complete with wide paved shoulders enough to accommodate several vehicles, interpretive signage, and directional signage.
- Develop pull-offs at existing historic sites and accompany pull-offs with directional signage.
- Provide directional signage for hiking and walking trails.
- Provide information booths with public amenities (i.e. restrooms, phones, ATM) in all the byways communities.
- Conduct focused study on the potential expansion of the Route 22 bikeway shoulder.
- Coordinate State Bikeway Rt. 9 with 'Adirondack Coast Bikeways' bike routes.
- Encourage entrepreneurships to support multi-modal opportunities (i.e. bike, roller-blade, cross-country ski, snowshoe, canoe, kayak and car rentals).
- Recognize and coordinate improvement projects into transportation system.
- Initiate multi-modal opportunities (i.e. provide shuttle service, provide bicycle racks in each community, improve and construct sidewalks where needed).

B. Facilities

Each community within the Essex County Byway Corridor prepared a 'wish list' of desired improvements within their respective towns. From this complete list, the transportation related items were selected and are listed below.

Chesterfield:

Trailhead parking at Poko-Moonshine Park at Watson Square, Port Kent Visitor Information Center Public Restrooms Another ATM Public Telephones Viable Parking

Willsboro:

Visitor Information Center at Fire House Scenic pull-offs on Mountain Rd. and Middle Rd.

Essex:

Year-round convenience store downtown
Café or diner
Public restrooms
Street tree planting to replace elms
Planning for parking and construction of compatible lots
Preserve bridge over Boquet in Whallonsburg
Maintain visual character of rural roads
Network of cross-country ski trails linked to town

Westport:

Walkway from Lee Park to Yacht Club Recreation area in Lee Park, landscaping enhancement Compatible parking for events Visitor Information Center in old Mobil Station

Moriah:

Walking trails between Iron Center, Waterfront and Village Year-round, handicapped accessible restroom facilities Public telephones and drinking water Improved access to Witherbee Park with expanded public parking, landscaping Bicycle passage over culverts at Tarbell Hill Road

Crown Point:

Restrooms at Visitor Center at the bridge Restrooms and Information Center at Senior's Center (Masonic Hall) Information kiosk at Monitor Bay Park

Ticonderoga:

Restroom facilities in Festival Guild Park (with ATM)
Welcome entrance at intersection of Route 74 & 22
Bicycle path along abandoned railroad, linking town to Rt. 22 (including trestle bridge)

C. Multi-Modal Connections

The desire of the Essex County Byway communities is to encourage the development of the byway corridor as a recreation and tourism destination. For the corridor to provide a complete recreation experience, certain amenities are needed that will create a network of transportation resources, allowing the visitor to travel by utilizing many modes of transportation. One of the necessary travel links is the connection between Amtrak Stations and local accommodations. A shuttle service providing this transportation would aid those travelers that have reached the corridor via rail service. In addition, car rental service within the corridor would aid travelers arriving to the corridor by train, bus, or air, as well as a bus and taxi service that would enable visitors to travel between the Corridor communities. Furthermore, bicycle racks are in limited supply along the Byways Corridor. To accommodate bicyclists that want and/or need to visit local businesses, more racks need to be distributed.

D. Roadside Issues

The Roadside Committee, made up of representatives from the seven towns within the corridor, made some suggestions regarding roadside issues. These suggestions are listed below.

- Clear brush to open up views of Lake Champlain, particularly along the railroad tracks.
- Work with NIMO and NYSEG to re-route or bury power and telephone lines that interfere with the replanting of street trees.
- Conduct general clean-up days with help from municipalities and Kiwanis Clubs.

VI. Funding Mechanisms

Although the recommendations set forth in Section V will help establish the communities as recreation and tourism destinations, some may require additional funding to see them to fruition. Many municipalities today are fortunate that the federal and state governments are providing grant funds for numerous types of projects. In many instances, it is the public funding that catalyzes a particular project. The following abbreviated list provides a general outline of available sources of funding.

A. Federal Programs

1. Department of Commence, Economic Development Agency (EDA)

- a) Economic Development Grants for Public Works and Infrastructure Development:
- b) Economic Development Corporation:

2. USDA Rural Economic and Community Development (RECD)

a) Community Facilities Program – low interest loans (in some cases 0% interest rate), Examples of eligible facilities include libraries, fire halls, and police stations. Limited grant money is available.

3. HUD Canal Corridor Initiative

Administered under the Community Development Block Group (CDBG)

B. State Programs

4. NYSDOT ISTEA - Transportation Enhancement Program (TEA-21)

Grant applications are accepted annually. This is an extremely competitive program which offers an 80% grant, requiring a 20% match in local funds. Successful applications must have a unique "catch" to be awarded.

a) Scenic Byways

5. NYSDOS, NYSOPRHP, NYSDEC - Clean Water/Clean Air Bond Act and Environmental Protection Fund

The 1996 Bond Act is an annual program and provides funds for numerous projects throughout the state. The program is currently a 50/50 match and can be used for planning and construction

activities. The call for applications will be late May 1999 with a due date sometime in August 1999. Matching funds can be composed of cash, contributions, and force account labor.

6. NYS Rural New York Grant Program

This is an annual program sponsored by the NYS Planning Federation and the NYS Preservation League. Grant awards up to \$10,000 are provided with little or no required match. Funds can be used for planning activities, historic preservation, zoning ordinances, and other related projects. Applications for 1999 are due August 6, 1999.

VII. Actions & Strategies

The next step in the process to improve the transportation resources of the Essex County Byway Corridor, is to prioritize the needs of the communities and to establish a time frame for completion of the work. **Table 8., Enhancement Schedule**, lists the recommended corridor enhancements, along with the Agencies that will aid in the process of completing the projects, as well as a time frame for completing the improvements.

Table 8 Enhancement Schedule

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Road Surface Improvements	NYSDOT/County	Ongoing	
Scenic Overlooks	NYSDOT	1-5 years	
Pull-Offs @ Historic Sites	County/CVHN	5-10 years	
Signage for Trails, Walks	County/DEC/APA	5-10 years	
Information Booths with Amenities	Town/County	1-5 years	
Route 22 Bikeway Shoulder			
Improvements	NYSDOT	1-5 years	
Coordination of Bike Routes	NYSDOT/County	5-10 years	
Entrepreneurship	County Visitor Bureau	1-5 years	
Coordination of Improvement Projects	County/NYSDOT	Ongoing	
Initiate Multi-modal Opportunities	Town/County	1-5 years	

6

Lake Champlain Byways Corridor Management Plan

Washington County, New York Section

Lake Champlain Byways

recognizing the scenic, historic, cultural, natural, recreational and working landscape resources of the Lake Champlain Region

PREPARED BY

Washington County
Department of Planning & Community Development

October 1999

TABLE OF CONTENTS

<u>Introduction</u>	1
Lake Champlain Byways Corridor Management Plan	2
Lake Champlain Byways Corridor and Routes	
Map 1-General Location of Champlain Trail	
The Current Champlain Trail	
Lake Champlain Bikeways	
Lake Champlain Walkways	
Lake Champlain Waterways	4
Lake Champlain Byways in Washington County, NY	
Proposed Changes to the Designation of the Champlain Trail: Lake Champlain Byways	
and Backways in Washington County	5
The Current Champlain Trail	5
Proposed Changes	6
Map 2-Lake Champlain Byways in Washington County	7
The Corridor Extent	
<u>Intrinsic Qualities and Byway Resources</u>	8
Road Conditions	8
Map 3-State Parking & Boat Launch	
Viewsheds-Scenic Resources	10
Special Environmental Concerns	11
The Champlain Canal	11
Map 4-Elevations in Byways Area	12
Recreational opportunities	13
National Register Sites	14
Additional Projects	15
<u>Vision and Objectives-Recommendations</u>	17
	17
Implementation of the Lake Champlain Byways Corridor Management Plan	19
Support and Implementation	19
Management of the Byway	19
Map 5-Adirondack Park Agency Land Use Plan	20
<u>Initial Implementation of the Plan</u>	
<u>Partnerships</u>	24
<u>Acknowledgments</u>	26
ADDENING A LISSUE IDENTIFICATION	77

Introduction

The states of New York and Vermont have undertaken a process to develop "Lake Champlain Byways". These Byways will circumnavigate Lake Champlain along existing state and federal highways. including New York State Route 22 and U.S. Highway 4 through the towns of Putnam, Dresden, Whitehall and Hampton and including the Village of Whitehall. The process has examined features along the Byway with an eye toward promoting and balancing economic development, tourism and stewardship of resources. The overall mission of the Lake Champlain Byways project is to create a unified corridor management plan that balances economic development and tourism promotion with the stewardship of the Byway resources in accordance with State and Federal programs.



Tourists may travel by automobile, motorcycle, recreational vehicle, bicycle, tour bus, train, boat, or even by foot. No matter how they arrive at the Byway, recreational travelers will also eventually use the local road system to experience the countryside, visit an historic site, seek entertainment, or to avail themselves of the local scenic quality. The following points out the value of promotion of Byways as part of recreational travel in the United States:

- In 1989, U.S. residents took more than 1.3 billion person-trips to places 100 miles or more away from home and spent \$350 billion doing so.
- Travel and tourism generate more jobs in the United States than any other industry except health services.
- In terms of business receipts, the travel industry is the third largest retail or service industry (after automobile dealers and food stores).
- The United States now garners 10 percent of the world's international arrivals and 16 percent of global international travel spending.

 (Source: Reilly, Robert J. 1991. NCHRP Research on Transportation and Economics. Washington,

D.C.: Transportation Research Board.)

Lake Champlain Byways Corridor Management Plan

The Lake Champlain Byways Corridor Management Plan describes a vision and a plan of action for preservation and promotion of travel corridors comprising a particularly important economic asset. The Byway concept offers exciting opportunities for improving economic vitality and enhancing the quality of life through cultural, aesthetic, historical and economic promotion. This plan looks at the Byway and its associated scenic, historic, natural, cultural, recreational, and working landscape resources, and proposes ways to promote economic development while preserving the Byway's character.



Meeting at Skene Manor-Whitehall

The Byways Plan for Washington County is the culmination of the development and evaluation of and the foundation of the Washington County portion of the Lake Champlain Byways Corridor Management Plan. The Plan includes a general overview of the qualities of the Byway, the key themes, objectives and components important to the expenditure of public funds and for private efforts to take advantage of the Byways program.

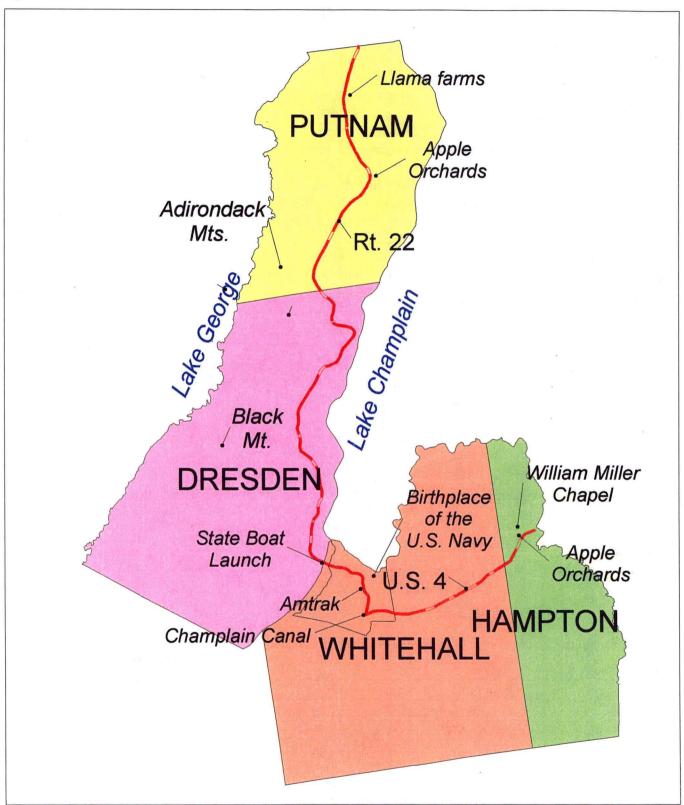
Lake Champlain Byways Corridor and Routes

Lake Champlain Byways consists of a corridor of byway resources which are accessed by a network of routes for multiple modes of transportation -- motor vehicles, bicyclists, pedestrians, and boaters. In addition, public transportation via ferry, rail, air, and bus contribute significantly to the multi-modal features of Lake Champlain Byways.



The boundary of the Lake Champlain corridor is defined by the extent of the Byway resources. The scenic, historic, natural, cultural, recreational, and working landscape resources that have a functional or physical relationship to Lake Champlain are included within the Byway corridor. So rather than an arbitrarily defined jurisdictional or dimensional boundary from the lakeshore, each county has defined their corridor to include the Lake and various distances inland.

Within the corridor, a network of routes for various modes of transportation are defined:



Map 1-General Location of Champlain Trail: Lake Champlains Byway Primary Route Through Washington County

The Current Champlain Trail is a New York designated State Scenic Byway for motor vehicles. The designation extends from RT 4 in Hudson Falls northward to Whitehall and continuing northward along RT 22 to Keeseville, along RT 9 to Chazy, and then along RT 9B to the Canadian Border in Rouses Point. The Vermont communities are currently considering road segments to nominate for Vermont State designation as the Champlain Trail.

Lake Champlain Bikeways is a network of routes for bicyclists. The principle route, "Champlain Bikeway", circles Lake Champlain. From this principle route, interpreted bicycle theme loops provide access for bicyclists to the smaller communities and roadways in the region.

Lake Champlain Walkways is a network of trails and roadways that connect the Region's communities and are accessible by the pedestrian. Although this network is in a pilot-study stage, it is anticipated that these routes will also have local interpretation developed for the user.

Lake Champlain Waterways are routes for boaters that connect the lakeshore to the lake's streams and rivers up to the first non-navigable point (dam or waterfall). The Waterways include the Lake Champlain Paddlers Trail, which connects sites along the lake that are accessible to the public. This network is also in a pilot-study stage, it is anticipated that these routes will have local interpretation developed for the user.

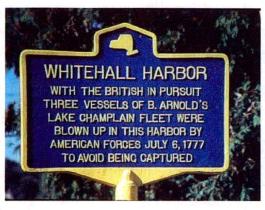
This network of multi-modal routes is developed to merge transportation and recreation for the visitor. The slower modes of travel, coupled with interpretation, allows the visitor to have a meaningful and authentic experience of the region. Through the Byways planning process, local communities identify appropriate routes of travel for the various modes of transportation. By having visitors utilize various modes of travel, the Region can experience reduced congestion on major roadways, while increasing visitor access to the local businesses and services, and showcasing local culture and heritage.

Lake Champlain Byways in Washington County, NY

The communities in the Washington County area of Lake Champlain Byways represent significant locations along a land and water transportation corridor whose importance predates European settlement in North America. Water, road and rail transportation merge in this area and mirror the history and economic development of our nation. The Byway waterways are particularly significant regarding national conflicts, emerging industrialism and commerce, and more recently tourism. This corridor has always served as a preeminent link between Canada and points south, and with the opening of first the Champlain and then the Erie Canal, points west. U.S. Route 4 today serves as a major transportation link between Interstate 87, Vermont and other parts of New England.

These communities also contain important *cultural resources* depicting early history, settlement, religious movements and industry. The shared history of the Washington County communities and other Byways communities is exhibited in attractions based on that history. As example, Whitehall, Ticonderoga and the Plattsburgh area share a common bond in early development of the American Navy, with America's first naval ships being built in Whitehall,

outfitted at Ticonderoga and used in the fight with the British at Valcour Island near Plattsburgh. Visitors to the Urban Cultural Park and Skenesborough Museum in Whitehall, with its focus on the early development of the U.S. Navy, can also be drawn to the world class attraction that is Fort Ticonderoga, with its focus on early military history, and then to Plattsburgh for interpretation of early U.S. military engagements. These are opportunities to learn of how raw materials were transported from the lake ports to processing centers further



along the system, and how this relationship helped to build the economic and industrial base of early America. The colored slate industry is another common historic economic activity shared by the Washington County Byways area and adjacent areas in Vermont portions of the Lake Champlain Byways. Side trips, or *backways*, to such areas as Granville and the Slate Valley Museum located there, create opportunities to provide visitors a broad experience in the area and to expand tourism benefits.



New and renovated transportation linkages have continued to develop in this Byway area through recent efforts of many agencies and organizations. These include: designation and signing of NYS *Bike Route* 9, from New York City to Montreal, which parallels the canal system and goes through Putnam, Dresden and Whitehall; Adirondack North Country Association and Lake Champlain Basin Program bike loops which incorporate and build off of NYS Bike Route 9; reinstatement of Amtrak's "*Adirondack*" passenger train service with stops in Whitehall and other Byway communities; and development of Whitehall canal areas, providing

opportunities for access to and from the canal system, new dockage, marina services and other connecting trails and pathways with the canal system. Amtrak's "Ethan Allen Express", providing service to the Rutland area of Lake Champlain Byways, also passes through Whitehall. All of these interrelate with efforts for improved economic activity through tourism promotion.

Proposed Changes to the Designation of the Champlain Trail: Lake Champlain Byways and Backways in Washington County

The Current Champlain Trail. The current Champlain Trail is a New York designated State Scenic Byway for motor vehicles. The designation extends from RT 4 in Hudson Falls northward to Whitehall and continuing northward along RT 22 to Keeseville, along RT 9 to Chazy, and then along RT 9B to the Canadian Border in Rouses Point It is proposed that this designation be modified to incorporate changes recommended in this plan.

Proposed Changes. The primary Lake Champlain Byway in Washington County is proposed as U.S. Route 4 going west from the New York-Vermont border, to its junction with New York State Route 22; and then following Route 22 northward to the Essex County line. Additional segments to the Champlain Trail include "Backways", loops and routes off of the primary Byway. "Backways" are:

-Town of Putnam: From Route 22-Best Road eastward to Washington County Route 3 and then southeastward to Lake Road following that westward to return to Route 22. Accommodations and dining available in country settings with views of Lake Champlain. This takes advantage of the scenic and working landscape qualities of the Byway.

-Town of Dresden: From Route 22-westward on Washington County Route 6 to Huletts Landing and returning on County Route 6 to Pike Brook Road, southward to County Route 7 and then eastward returning to Route 22. Access to Washington County Park and Lake George shoreline and access to New York State hiking trails. View of Lake George, Lake Champlain and South Bay of Lake Champlain in wooded, mountain area. Services available at Huletts Landing. This accesses several recreational resources of the Byway.

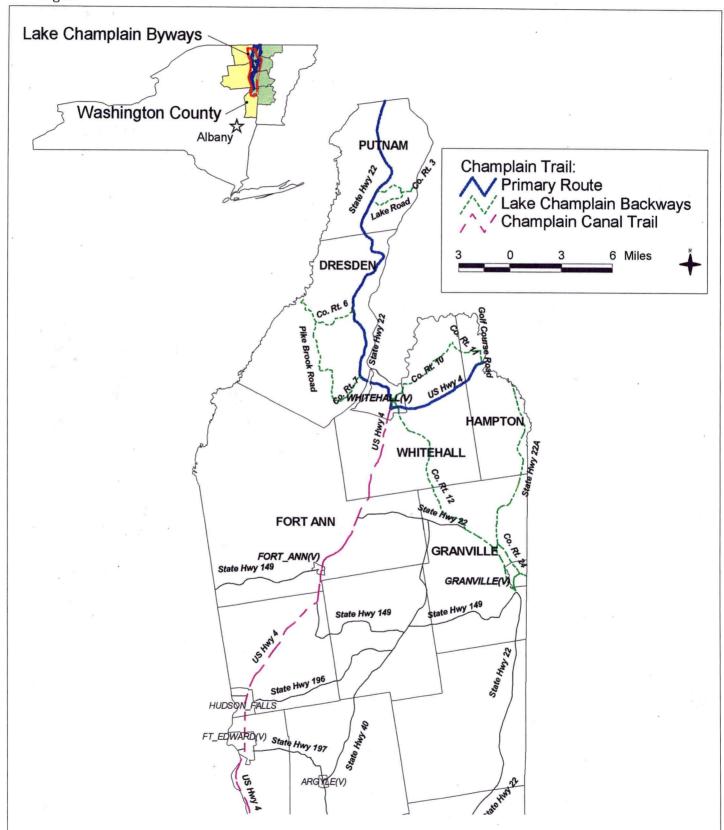
-Town of Whitehall: From Route 22-In the Village of Whitehall, Saunders Street east to North Williams Street to Washington County Route 10 eastward to East Bay Wildlife Management Area, to County Route 11 to Golf Course Road to U.S. Route 4. Wildlife viewing in East Bay and marsh areas, Nature Conservancy lands along Poultney River, views of East Bay, Adirondack and Green mountains from rural area, and access to historic religious sites. Side excursion on Carvers Falls Road for access to Carver Falls Hydro Site Recreation access on Poultney River (fishing, canoeing, wildlife viewing). This provides access to a wide range of scenic, natural and cultural resources of the Byway.

-Town of Whitehall: From Route 22-In the Village of Whitehall, Saunders Street east to South Williams Street to Washington County Route 12 southward to New York State Route 22, southward to Village of Granville to State Route 149, eastward to Washington County Route 24 northward to New York State Route 22A, northward to U.S. Route 4 in Fairhaven, Vermont. Rural settings with views of mountains, following Mettawee River with views of river and access points to the river; access to museums of natural history and area slate industry. Provides access to the natural and working landscape resources of the Byway.

-Whitehall Business Area: Between Routes 22 and 4 in the Village of Whitehall. Main Street and Williams Street and Potter Terrace. Additional business area of Village, waterfront, Urban Cultural Park, museum, historic residences. Provides access to the historic, cultural, and working landscape of the Byway.

Lake Champlain Byways Corridor Management Plan-Washington County, New York

recognizing the scenic, historic, cultural, natural, recreational and working landscape resources of the Lake Champlain Region



Map 2-Lake Champlain Byways in Washington County

-Amtrak Railroad Passenger Service: From Whitehall to points north on New York portions of Byway. An important multi-modal connection.

-Champlain Canal: From Whitehall for water routes northward and eastward for experiencing Byway area from water. Another important multi-modal and natural resource connection.

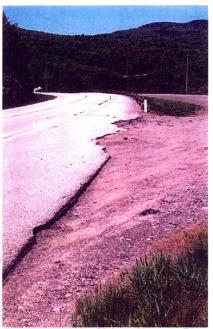
The Corridor Extent: The width of the corridor is proposed to include the entire towns of Putnam and Dresden and Hampton, all of the Village of Whitehall, areas of the Town of Whitehall east of the Champlain Canal and areas in the Town of Granville north of State Route 149.

Intrinsic Qualities and Byway Resources

Throughout the development of the Byway Corridor Management Plan, consideration has been given to the various qualities and resources along the Byway. These include:

Road Conditions.

Roadway conditions along the Champlain Trail are generally in good repair with good shoulder areas. Parking areas between the Village of Whitehall and the Vermont state line on Route 4 are somewhat lacking. Primary access by roadway to the Byway from outside Washington County would involve traveling from Interstate 87 (approximately 25 miles) to Whitehall, or from New York State routes 22 or 40. Traffic counts on Route 4 to the Vermont line, and northward toward Essex County would be represented as follows:



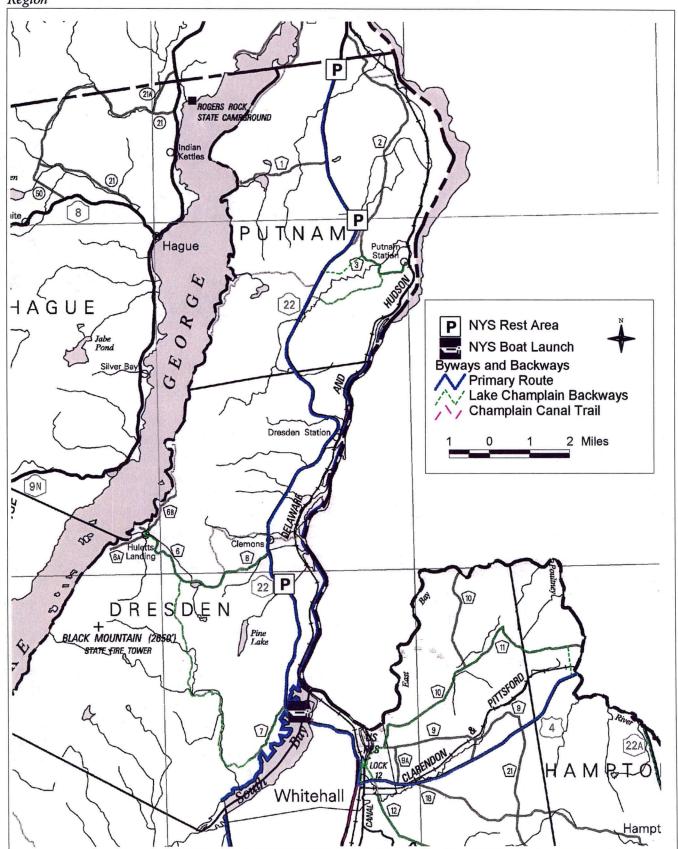
Poor road shoulder-State parking area Rt. 22 - Dresden

Average Annual Daily Traffic Counts						
Segment	1996	1995	1994	1993	1991	1989
Route 4 to Vermont Line	6,700	6,650	6,500	na	4,850	7,950
Route 22 to County Route 6	3,400	3,750	na	3,550	3,450	2,500

Source: New York State Department of Transportation

Lake Champlain Byways Corridor Management Plan-Washington County, New York

recognizing the scenic, historic, cultural, natural, recreational and working landscape resources of the Lake Champlain Region



Map 3-State Parking & Boat Launch on Champlain Trail

> Most travelers are going to or coming from Vermont. Most travelers remain on the main highways thereby bypassing the major business and canal front areas in the Village of Whitehall. This is partially due to poor definition of the Whitehall Business District from Routes 4 and 22. Plans for street scape improvements, coordinated signage and traveler services are underway. Rail travel to Whitehall as a destination is low in number but offers great potential, especially for



Views from Route 22

packaged trips. Summer recreational boat traffic is significant with a large segment being from Canada.

Viewsheds-Scenic Resources. Several locally important scenic resources have been identified. These include: view of the south end of Lake Champlain from the State parking area (east side of Rt. 22) in Dresden; view of the south end of Lake Champlain from the State parking area (east side of Rt. 22) in Putnam; view south and east from the State parking area (west side of Rt. 22) south of Essex County line in Putnam; views from County Route 6 in



"Tank Farm" at Route 4 and Main St.

Dresden; views of East Bay and farmland areas along County routes 10 and 11 in the towns of Whitehall and Hampton; view of Champlain Canal and surrounding area from the village overlook in front of Skene Manor; view of the Village from the south approach on the Canal; view of Lock 12 from Saunders Street Bridge; and the view of the Canal looking south from behind the Whitehall Firehouse. Generally, the countryside is undeveloped and agricultural or forested and mountainous. The built up area, mainly the Village of Whitehall, contains many late 18th and early 19th century structures. The

Village contains an Historic District listed on the National Register and has local regulations for architectural considerations in this area. *The Urban Cultural Park Plan of Whitehall, NY* and the *Whitehall Village Urban Cultural Park Management Plan* place great importance on preserving and restoring the area's image and this is important to the economic planning of the community. Facade improvement has been an activity where funding has been sought to address local needs.

Of great local concern are those views which also detract from the visitors experience when they are traveling through the area. Of most important concern are: former petroleum "tank farm" located south of the Urban Cultural Park and adjacent to U.S. Route 4 at the bridge over the Champlain Canal; and the large number of billboards along U.S. Route 4.

Special Environmental Concerns. Three rare communities and four threatened or rare plants, as identified by the New York Natural Heritage Program, are found in the water front areas in the vicinity of the juncture of the Champlain Canal and East Bay as well as the area of East Bay itself. Threatened or rare plants would include: Canadian single-spike hedge, wiry panic grass, button-bush dodder, and downy lettuce. The rare communities would include: deep emergent marsh, floodplain forest, and limestone woodland. Other invasive species in the area are also of great concern. These would include the zebra mussel and water chestnut. Water chestnut infestation in the southern end of Lake Champlain, and the South



Boarding for a trip on the Champlain Canal

Bay of Lake Champlain, severally impact recreational use of the water area. Zebra mussels may eventually prove detrimental to operation of canal stuctures as well as local water intake and outflow structures.

The Champlain Canal. The Champlain Canal, opened in 1819, links the Hudson River with Lake Champlain and Canada. Transport of agricultural goods, wood, iron ore and marble were the main commodities shipped on the canal at that point in time. Current use is essentially recreational. Prominent other water features in the area include the Mettawee River, beginning in Vermont and meandering through the towns of Granville and Whitehall; the Poultney River, running between New York and Vermont to along the borders of the towns of Hampton and Whitehall; Wood Creek, flowing into the Canal; and Mud Creek which flows into Wood Creek. East Bay, into which the Poultney empties, contains significant wetland and marsh areas.

recognizing the scenic, historic, cultural, natural, recreational and working landscape resources of the Lake Champlain Region Champlain Trail Primary Route Lake Champlain Backways / Champlain Canal Trail 4 Miles THITEHAL

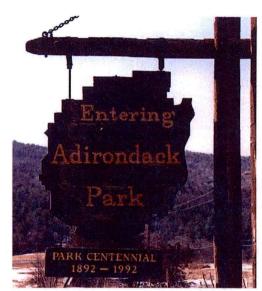
Map 4-Elevations in Byways Area

Recreational opportunities in Washington County-Lake Champlain Byways Corridor:

NYS Bike Route No. 9-follows U.S. Route 4 from the Northumberland bridge over the Hudson River in the Town of Greenwich, to the Town of Whitehall and then coincides with NYS Route 22 crossing the Washington/Essex counties line in the Town of Putnam. State parking areas are located in the towns of Putnam and Dresden in Washington County.

Dresden

- -Huletts Landing, Washington County Park and beach
- -Black Mountain Hiking trailhead parking, Pike Brook Rd.



Portions of the Byway lie inside the Adirondack Park

- -NYS Boat Launch, off of NYS 22 at South Bay of Lake Champlain (50 vehicles)
 - -Huletts Island View Marina
 - -Huletts Marina
 - -Ottenburgh's Campground

Whitehall

- -Whitehall Marina (commercial) boat launch (below Lock 12)
- -Lock 12 Marina at the Finch & Chubb
- -Urban Cultural Park Visitors Center (picnicking/fishing)
- -boat launch, Whitehall Urban Cultural Park (above Lock 12-under renovation)
- East Bay NYS Wildlife (Finch Marsh) area, County Rt. 10

Hampton-Central Vermont Power Recreational Access (fishing/boating), Carvers Falls Hydro Site, Carvers Falls Rd.

Fort Ann-NYS Lake George Horse Trails (hiking, mountain biking, horseback riding, skiing, snowmobiling) trailheads: Hogtown, Hogtown Rd.; Inman Pond, Sly Pond Rd.; Pilot Knob, Pilot Knob Rd. (connect with Black Mountain trails)

Granville-Mettawee River and Indian River fishing access, NYS access points and parking on or near the rivers

New York State Canal Locks (parking, picnicking, fishing, boating): Lock 11, Old NYS Rt. 22, Fort Ann (Comstock); Lock 12, Main St., Whitehall.

<u>Lake Champlain Byways-Washington County: NATIONAL REGISTER SITES</u> State, County, Name, Address, City, Listed date, Multiple, Reference number

NY -- Washington Congdon, Hiram, House NE of jct. of NY 22 and B Rd. Putnam 1997/09/30 97001203

NY -- Washington Main Street Historic District Both sides of Williams St. and both sides of Main St. Bridge to below Saunders St. Bridge Whitehall 1975/04/24 75001236

NY -- Washington Miller, William, Chapel and Ascension Rock W of Fair Haven on SR 11 Fair Haven 1975/07/17 75001233

NY -- Washington Potter, Judge Joseph, House Mountain Ter. Whitehall 1974/05/02 74001316

NY -- Washington US Post Office--Granville 41 Main St. Granville 1989/05/11 US Post Offices in New York State, 1858-1943, TR 88002520

NY -- Washington US Post Office--Whitehall 88 Broadway Whitehall 1989/05/11 US Post Offices in New York State, 1858-1943, TR 88002447

NY -- Washington Whitehall Armory 62 Poultney St. Whitehall 1995/03/02 Army National Guard Armories in New York State MPS 95000079



<u>National Register of Archaeological Sites, Historic Structures</u> Champlain Canal

Other Significant Historic Sites

Skuttled boats in East Bay. Remnants of three galleys from the War of 1812.

Skenesborough Museum. Built in 1917, originally served as canal terminal building.

Finch & Chubb Restaurant. Stone portion served as ammunition warehouse during War of 1812.

Additional Projects in Lake Champlain Byways Area of Washington County-(Current Designations and Projects Underway/Planned):

-Upgrade of **NYS Boat Launch at South Bay**. Contact: RPA, Tom Hall, NYS DEC Region 5, PO Box 220, Hudson Street Extension, Warrensburg, NY 12885-0220. Tel: 518-623-3671.

- -Handicap access fishing at South Bay: Old Route 22, Whitehall. Contact: RPA, Tom Hall, NYS DEC Region 5, PO Box 220, Hudson Street Extension, Warrensburg, NY 12885-0220. Tel: 518-623-3671.
- -U.S. Department of Housing and Urban Development (HUD) and NYS Canal Corporation Canal Corridor Initiative project in Village of Whitehall. Contact: Mayor, Village of Whitehall, 1 Saunders St., Whitehall, NY 12887. Tel: 518-499-0871.

Project to improve the Canal and its surroundings involving grant funded projects and low interest loans along with Canal Corporation canal improvement projects. Specific projects

include-

- -relocation of boat launch
- -floating docks parallel to Canal wall
- -decorative promenade along Canal wall and through Park
- -bicycle trail adjacent to promenade
- -recreation center
- -picnic shelter
- -stage area
- -gazebo
- -benches
- -plantings and landscaping
- -new wall along the east side of Canal south of Lock 12
- -repaving of sections of North Williams Street
- -installation of granite curbing
- -addition of parking spaces and parking area off of Williams Street
- -imprinted crosswalks
- -multi-use path along east side of Canal with connections to parking area
- -small business loan program (to assist business start-up and expansion)
- **-Facade improvement program**. Small grants to assist in improvement of building facades in Historic District. Contact: Mayor, Village of Whitehall, 1 Saunders St., Whitehall, NY 12887. Tel: 518-499-0871.

- -Restoration of Skene Manor. Restoration of gothic stone house listed on National Register. Contact: Save Our Skene, Whitehall Skene Manor, Inc., 8 Potters Terrace, Whitehall, NY 12887. Tel: 518-499-1906.
- -Lock 12 Bridge Theater. Arts and Recreation Committee of Whitehall, NY, Inc., is overseeing development of a Bridge Theater on bridge near Lock 12. Tel: 499-2435.
- -Donation of Suburban Propane property on west side of Canal at Cooke's Island to provide access to Cooke's Island
- -Poultney/Mettawee Watershed Plan Development. Joint project between agencies in Rutland County, Vermont and Washington County, New York to plan for the protection and promotion of the Poultney and Mettawee rivers' watersheds. Contact: Joe Driscoll, District Manager, Washington County Soil & Water Conservation District, 2530 State Route 40, Greenwich, NY 12834. Tel: 518-692-2927.
- -Champlain Canal Byway (also Champlain Canal Trail): Development of Byway along U.S. Route 4 from Waterford in Saratoga County to Whitehall in Washington County. To promote tourism and economic development. Contact: Rob Brooks, Washington County Planning Department, 383 Broadway, Fort Edward, NY 12828. Tel: 518-746-2290.
- **-Lake Champlain Walkways** is a network of trails and roadways that connect the Region's communities and are accessible by the pedestrian. Although this network is in a pilot-study stage, it is anticipated that these routes will also have local interpretation developed for the user.
- -Lake Champlain Waterways are routes for boaters that connect the lakeshore to the lake's streams and rivers up to the first non-navigable point (dam or waterfall). The Waterways include the Lake Champlain Paddlers Trail, which connects sites along the lake that are accessible to the public. This network is also in a pilot-study stage, it is anticipated that these routes will have local interpretation developed for the user.
- -Lake Champlain Birding Trail. Designation of birding sites throughout the Lake Champlain Basin. Intended to promote ecotourism in the Champlain Basin. Contact: Christel Flis, PO Box 196, Poultney, VT 05764. Tel: 802-287-4284.

Vision and Objectives-Recommendations

Through the "visioning process" of the Lake Champlain Byways Corridor Management Plan, local input was sought to establish local and regional goals. Much of this was the result of area meetings (see: Appendix A) where participants could voice their concerns and desires. This process is continuing to refine suggested goals and to develop additional goals.

The following vision and goals were developed for the Washington County section of the Lake Champlain Byway Corridor Management Plan:

<u>Vision Statement:</u> The Lake Champlain Byways will create a unified corridor plan that balances economic development and tourism with the stewardship of the Byway resources for the benefit of the residents of the Lake Champlain Byway area. It will accommodate various forms of economic development in ways which can support increased employment.

<u>Objective</u>-Maintain local leadership through use of local resources and commitments. **Recommendation**: Establish steering committee as permanent body made up of representatives from Byway communities and organizations with an interest in the Byway with rotating membership.

Recommendation: Use local educational institutions (Adirondack Community College, Green Mountain College, Castleton State College, B.O.C.E.S., Empire College, SUNY Albany, etc.) to support business planning for Byway businesses, to evaluate promotional efforts, to develop promotional materials.

Recommendation: Use local economic development agencies (Washington County LDC, Adirondack EDC, Adirondack North Country Association, Greater Adirondack Resource, Conservation & Development Council) to assist with promotional projects.

<u>Objective</u>-Management of Byway: Management of access and land use should remain locally controlled.

Recommendation: Use local agencies (planning, economic development, National Park Service, Canal Corporation) and educational institutions (Adirondack Community College,, B.O.C.E.S., Empire College, Green Mountain College, Castleton State College, SUNY Albany, etc.) to support local communities' land use planning efforts in order to support Byway promotion.

Recommendation: Have chambers of commerce, local planning boards work with NYS DOT and Canal Corporation to coordinate use and types of signs for new development.

<u>Objective</u>-Ensure continuation of Byway planning/promotion effort. Planning for the future of the Byway is best directed at developing connections of economic resources, recreation opportunities, historic attractions and cultural resources, while nurturing

economic enhancement. Activity along the Canal and Byways ought to reinforce each other

Recommendation: Seek intermunicipal support for continued Byway efforts through formal agreement between municipalities and tourism organizations to continue Byway promotional efforts.

Recommendation: Establish not-for-profit entity to support and promote Byway effort.

Recommendation: Establish Byway information centers (staffed/unstaffed)

Recommendation: Use transportation organizations/agencies to assist in promotion of Byway (AMTRAK, Canal Corporation, Glens Falls Transit System, Adirondack/Glens Falls Area Transportation Council, private tour bus companies).

Recommendation: Use local cultural organizations to promote Byway features and Byway related themes (museums, art centers, exhibit areas).

Recommendation: Continue to support effort of Poultney-Mettawee Watershed Partnership in efforts to enhance and protect area natural resources.

Recommendation: Coordinate with Champlain Canal Trail Byway activities to establish themed, linked experiences.

Recommendation: Develop coordinated sign program to encourage use of commercial and service areas without detracting from scenic qualities.

<u>Objective</u>-Support physical improvements to assist and enhance visitor and area residents Byways experience and to promote local economic conditions.

Recommendation: Implement plans for downtown and street scape improvements in Village of Whitehall.

Recommendation: Find funding to allow purchase of "tank farm" (corner of Main Street and Route 4, Village of Whitehall) for redevelopment in harmony with Urban Cultural Park.

Recommendation: Develop method for intermodal transportation support (bus service, water taxi, surface taxi, trailhead parking, bicycle racks).

Objective-Find financial resources to continue Byway promotion/projects

Recommendation: Potential Sources of funding-

- -Private foundation grants
- -TEA 21 enhancement funds for projects along Byway
- -Municipal budgetary appropriations (reorganizing how funds are spent to assist Byway projects)
- -I Love NY matching funding (through County programs) for Byway promotion
- -Matching NYS Clean Air/Clean Water Environmental Bond Act funds
- -Community reinvestment funds from banks

- -DOT Capital construction projects: ensure they support Byway objectives
- -Legislative appropriations for Byway projects
- -Fund raising events
- -USDA Rural Development funding
- -US HUD CDBG funds
- -National Recreational Trails Program
- -NYS Thruway Authority/Canal Corporation

Implementation of the Lake Champlain Byways Corridor Management Plan

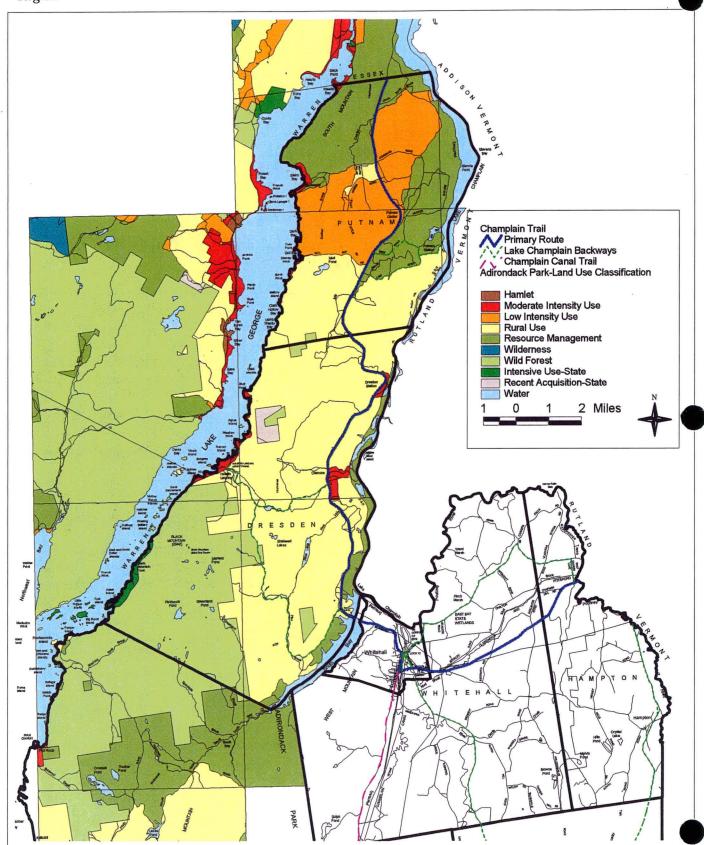
Development of the Plan demonstrates the need for additional work if the Byway is to live up to its full potential in the Lake Champlain area. Additional planning efforts will need to include the following:

- •Continued citizen participation. Input of various interested and affected individuals, organizations, and municipal entities involved in the decision making process. Continued development of focus groups to address key issues and lead implementation efforts will be critical for success.
- •Continued intermunicipal planning. Because of the multitude of communities involved, including counties in two states, no single entity now exists to carry on the implementation process. Support for intermunicipal and interagency cooperative efforts will be necessary for necessary communication and implementation.

Support and Implementation

Management of the Byway. The Byway and its Backways encompasses five towns and two villages in Washington County; with four towns and one village directly on the main Byway. There is no single entity which oversees management along this Byway. Control and maintenance of the Byway roadway itself rests with the New York State Department of Transportation (NYS DOT). This agency, in coordination with the Adirondack-Glens Falls Urban Area Transportation Council, will continue to oversee any modifications or alterations to the roadway itself, as well as some potential enhancements along the Byway. Individual communities along the Byway will control projects within their own communities through zoning regulations (villages of Whitehall and Granville), site plan review laws (Whitehall) and master plans for development. In addition, the Adirondack Park Agency (APA) controls land use inside the Adirondack Park which would include the towns of Dresden and Putnam. In those areas without local control, some control over placement of signage would be controlled through NYS DOT and APA permitting procedures. For most local zoning or site plan review projects, County Planning Board input would be provided for through General Municipal Law section 239-m reviews, allowing county consideration for impacts on the Byway.

For overall coordination of promotion and preservation of the Byway, a multi-municipal/multi-organizational advisory committee would be recommended. This committee would continue with efforts to develop promotional materials and campaigns in



Map 5-Adirondack Park Agency: Land Use Classification in Washington County WA-20

coordination with localized efforts, and continue to support and advise local governments and organizations on the characteristics of the Byway.

Organizations with responsibility for implementation of the plan:

Organization	Implementation responsibility
NYS DOT	Highway maintenance, sign control along roadway
Municipalities with zoning	Integration of local regulations with overall objectives of byway plan; control of signage along the Byways
Chambers of commerce/Tourism Promotion Agencies	Coordination of promotional efforts for byway; development of promotional materials and programs associated with the Byways
County Planning Board	Consideration/recommendations to local municipalities on impacts and effects of specific development proposals on the Lake Champlain Byways Corridor Management Plan
Byway Coordinating Committee	Keep local communities and organizations aware of plan; help develop promotional materials and campaigns for byway; facilitate intercommunity/inter-organizational cooperation; serve as a "clearing house" for information on the byway; act as monitor for evaluation of participation of communities/organizations; solicit additional participation in Lake Champlain Byways promotion effort
Transportation Council/Committee	Consideration of Lake Champlain Byways Corridor Management Plan in developing maintenance, enhancement and project schedules for projects associated with the Byways
New York State Thruway Authority/Canal Corporation	Consideration of byway plan in developing maintenance, enhancement and project schedules for projects associated with Lake Champlain Byways along the Champlain Canal
Poultney/Mettawee Partnership	Coordination of efforts to improve, protect and enhance natural resources in the Byways area
Economic and Local Development Corporations	Develop programs and policies which encourage tourism related businesses in the byway and discourage business/industry which has potential detrimental affects on Byways character or activities.

Initial Implementation of the Plan

Summary of steps taken to implement the Lake Champlain Byways Corridor Management Plan

- * The Byways Steering Committee and Economic Study Task Group developed a "bubble diagram" of the best way for organization and management of Lake Champlain Byways. It was recognized that it is critical to maintain the momentum of the project by finding funds that can continue the coordination until a permanent implementation structure is established. Because of the two-state nature of the project, it was decided that this would be best provided from Federal sources. It was decided to invite staff members of the NY and VT Federal delegation to discuss the potential for fiscal support.
- * On August 4, 1999 Economic Study Task group members met with NY and VT congressional members' staff to provide an overview of the plan for Célébration Champlain and discuss opportunities for federal support. At that meeting, Staff members agreed to discuss the plan with their offices and pursue drafting a Resolution that would be signed by all seven Congressional members. They Congressional staff asked to have a follow-up meeting with State officials.
- * A follow-up meeting for Congressional staff members, State Legislators and State Agency representatives from both states was held on September 9, 1999. The purpose of the meeting was to bring everyone up to speed on the Byways project, the plan for Célébration Champlain, and to explore opportunities and resources for implementation at the State and Federal level.
- Through the Lake Champlain Byways Corridor Management Planning Project and the input received from the Agencies and Legislators, several points have been identified that should guide the development of a management structure and funding mechanism:
- * The Steering Committee for Lake Champlain Byways needs to represent many interests: county planning offices, travel & tourism, economic development, transportation agencies, historic preservation, education, arts, recreation, agriculture and natural resources.
- * "Célébration Champlain!" is the strategy to unite and rejuvenate the communities of the Lake Champlain Region, and will serve as the "vehicle" to implement the actions identified in the Lake Champlain Byways Corridor Management Plan.
- * There is strong public sentiment to avoid creating a bureaucracy or dues-paying/membership based organization as the management structure and funding source.
- * Implementation of the Strategic Plan for Célébration Chaplain should remain with Lake Champlain Byways, and connected to the National Scenic Byways program. This will not only retain the grass-roots quality of the program, but will keep the multi-disciplinary approach to the region and provide funding opportunities.
- * The Lake Champlain Byways planning process utilized a structure of agreements with local non-profits and governmental organizations to administer and staff the project. Although this process was cumbersome, it worked. The resulting structure ensured local control and fiscal management. All projects and grants required partnerships and cooperative efforts, which created a local commitment to the project.
- * The structure for future implementation needs to continue to utilize existing organizations and successful partnerships. To that end, Lake Champlain Byways will continue to be a consortium of organizations.
- * The implementation of Célébration Champlain needs to be reconciled with the activities of the Basin Program and Senator Jefford's Heritage Corridor Initiative, and Congressional legislation to support the implementation for Célébration Champlain should move forward separately from the Heritage Corridor initiative.

- * Pursue legislation in the NY Assembly and VT Legislature for the support, and funding, of Célébration Champlain.
- * Investigate potential Federal funding sources from HUD, the Canal Corridor Initiative, State Department, and the National Scenic Byways Discretionary funds.
- * Pursue existing funding sources within State government (VAOT, NYDOT, VACCD, NY Dept. of State, etc.) for interim funding.
- >From those suggestions subsequent tasks have been undertaken:
- * Meetings have been held with officials representing the VT Agency of Transportation, New York Department of State and NY Senator Ronald Stafford to bring them up to speed on the Byways project, the plan for Célébration Champlain, and to explore opportunities and resources for implementation at the State level.
- * Ron Ofner submitted a proposal for NYSDOT to request National Scenic Byways Discretionary Grant funds for the interim budget and workplan.

NYSDOT has submitted the request, and VAOT has submitted a letter of support for the Byways grant. Budget and Workplan

Interim budget 11/1/99 - 10/31/00 \$ 236,250

- 1. Establish Management Structure -- confirm interest groups, organizations & individuals to be represented on the Regional Steering Committee and Local Committees.
- 2. Develop workplan and budget, secure public and private funding sources.
- 3. Outreach to Quebec for coordinated activities.
- 4. Initiate Community Infrastructure Assessment: Assess the carrying capacity of the region's communities prior to the advent of increased Byway marketing and promotion. Identify the capabilities & capacity of providers of infrastructure, and coordinate with marketing plans and timeline for implementation of infrastructure improvements. This is a plan to ensure that we do not destroy the communities that people are coming here to enjoy.
- 5. Continue to work with local communities and the county planning offices for the development of multi-modal transportation corridors for the implementation of Lake Champlain Byways: Bikeways, Walkways, Waterways, and Birding Trail.
- 6. Work with local groups to take on components of the Strategic Plan for Célébration Champlain, such as the Leadership Champlain's project "Lake Champlain Arts Consortium".
- 7. Coordinate NY waterfront grant for visitor information systems with the work being done by VT/NH/ME pilot project for visitor information systems.
- 8. Initiate work on FHWA Audio tape grant with Committees.
- 9. If awarded, initiate FHWA Marketing Plan grant with Committees.
- 10. Host Regional Symposia on:
 - * Native American culture
 - * Education
 - * Renewal of the Lake
- 11. Prepare implementation timeline identify and prioritize "Program and Event Strategies" to undertake as regional projects or region-wide activities, establish appropriate committees.

Long Term Budget & Work Efforts Ten years 2000-2009 \$500,000 - 1,500,000 annually

- 1. Project Management
- 2. County Level Support
- 3. Implementation

Partnerships

To continue the implementation of the Byway Plan, partnerships will need to be maintained to foster communication and gain necessary support. The following will be important to continuing this process:

U.S. Coast Guard

U.S. Army Corps of Engineers

Federal Emergency Management Agency

New York State Department of Environmental Conservation

New York State Department of Transportation

New York State Department of State

New York State Office of General Services

New York State Office of Parks, Recreation and Historic Preservation

Empire State Development Corporation

Adirondack/Glens Falls Transportation Council

Greater Adirondack RC&D Council, Inc.

Adirondack Forest Products

Washington County Department of Planning & Community Development

Washington County Local Development Corporation

Lake Champlain/Lake George Regional Planning Board

Lake George Park Commission

Adirondack Park Agency

Local Government Review Board for the Adirondacks

New York State Thruway Authority/Canal Corporation

Town Boards of Putnam, Dresden, Hampton, Whitehall and Granville-can enact local laws for to promote the health, safety and general welfare of the community; sets budgets and determines where resources may be used.

Village of Whitehall Village Board-can enact local laws for to promote the health, safety and general welfare of the community; sets budgets and determines where resources may be used.

Adirondack Community College

New York State Canal Corporation-regulates use of the Champlain Canal and controls state owned properties bordering the Canal.

Whitehall Volunteer Fire Co., Inc. Skenesborough Emergency Squad Whitehall Chamber of Commerce Whitehall Downtown Business Association

Arts & Recreation Committee of Whitehall, NY, Inc.

Save Our Skene, Inc.

Lake Champlain Byways Corridor Management Plan-Washington County, New York

recognizing the scenic, historic, cultural, natural, recreational and working landscape resources of the Lake Champlain Region

Whitehall Housing Authority-oversees housing assistance programs in the Village of Whitehall. Washington County Soil & Water Conservation District-primary purpose is to protect natural resources including soil, water and agricultural resources.

Whitehall Historic Preservation Commission-reviews projects within locally designated historic district, the area of the Urban Cultural Park.

recognizing the scenic, historic, cultural, natural, recreational and working landscape resources of the Lake Champlain Region

Acknowledgments

This Plan was prepared for the Washington County section of the Lake Champlain Byways by the Washington County Department of Planning and Community Development. This effort was made possible through the assistance of numerous individuals, agencies and organizations. Many volunteers donated their time to further the goal of seeing a coordinated concept of a Byway linking the communities of the Lake Champlain area. We would like to offer our appreciation to all those that have helped in this effort and particularly the following individuals and organizations:

James Aiken	Mike LaChapelle	Jim Connoly
Marvin Brooks	Inez Mattison, Chair, Washington County Tourism Assoc., Inc.	Debbie Phoenix
Brian Brooks	Terry Mercure	Tricia Foster
Knox Brown	Senator Stafford/Assemblyman D'Andrea Offices	Bill Lupo
Frank Corraldi	Dave & Marge Mohn	Bonnie Brown
Dan Culligan New York State Canal Corporation	Pat Norton, Mayor	Ray Fayville
John DiMura	Village of Whitehall	James Berg
Dept. of Planning; NYS Thruway Authority	Dave Perkins, President Washington Co. Assc. of	Doc Johnson
JoAnne Fuller, Project Coordinator	Snowmobile Clubs	John Lawson
Washington County Tourism Association, Inc.	Don Robertson, NYS DOT	Marilyn Mattson
Marlene Osborne	Stephanie Safka	Terry LaChappelle
JoAnn Ingalis	Scott Sopczyk, Staff Director Adirondack-Glens Falls	Michael Downey
Ken Kogut	Transportation Council	Marilyn Mattoon
Mary Droege	Peter Telisky, Supervisor Town of Whitehall	Sarah Clarkin, The LA Group Washington Tourism Assoc., Inc.
Carol Greenough	David Fasser	Whitehall Chamber of Commerce
Bonnie Brown	Mo Garvey	Washington County Board of
Mike Downey	Janet Kennedy	Supervisors
John Molinero	Gene Terry	New York State Canal Corporation
Ray Downs	George Armstrong	New York State Department of Transportation

	L	ake	Champlain	Byways	Corridor	Management	Plan-W	Vashington	County.	New	York
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recognizing the scenic, historic, cultural, natural, recreational and working landscape resources of the Lake Champlain Region

APPENDIX A - ISSUE IDENTIFICATION

Lake Champlain Byways Poultney-Mettawee Watershed Partnership Meetings Community Input Session

Skene Manor, Whitehall, New York-November 4, 1998

Favorite Things and Places to go in the Watershed

- head for the water
- have a picnic
- waterfalls-Mettawee Falls
- Canoe Pawlet to Granville-3 tough portages (private land)
 - Poultney south
 - Castleton River
 - Mettawee last seven miles-any skill level
- Bird watch-
 - Fitch Cliffs (Nature Conservancy Land?)-Bank Swallows, Orioles, Herons, Eagles
 - South Bay-Osprey, Peregrine Falcons
- Fishing-year round; trout
- Route 30 (Vt.)-Scenic drive; trout fishing
- Camping-Bomoseen (Vt.)
- Some hiking trails in Vt.-Gaelic Farm
- Deer & Duck hunting
- Slate and Marble
- Canal and locks (NY)
- Variety between rivers
 - Poultney-mud banks
 - Mettawee-gravel & stone
 - Castleton-sand
- Mettawee-botanist's paradise sep.(?) from roads
- Trout fishing
- Horseback riding
- Canoeing
- Motor boating
- Relaxation
 - E. Poultney Rocks
 - Walks along the canal
- History
 - preservation
 - heritage tourism
- Sportsman industry

- Unique environment-wetland conservation
- Exploring in the watershed
- Agriculture-viewsheds

Challenges facing the Watershed

- Lack of access to the Mettawee from Route 12 (NY)
- Need access to the Poultney at Carvers Falls
- Castleton River at County Route 11 (VT)-trees need to be cleared out
- Tires in Castleton River
- Trail along Rt. 4 & Poultney River to Rt. 11
- Non-native nuisance aquatics (zebra mussels)
- Lack of public knowledge about rivers
- Animals free-roaming on riverbanks
- Lack of planning to manage development along floodplains
- Integrate other concerns
 - wildlife viewing
 - habitates
- Water chestnuts
- Water pollution-
 - sediments
 - o non-point sources (agriculture?)
 - o slate industry(?)
 - erosion/streambanks
 - exotic species
 - o salt storages
 - o thermal increases
- Water user conflicts- floaters vs. sportsmen
- Economic growth & regional tourism
- Bi-state bureacracy
- Waterfront development
- Hydro power

We Could...

- Educate children/schools about trash & recycling
- Volunteers to clean up waterways
 - coordinate with schools
 - o ecotourism/volunteer vacations
- Provide better signs for trails & access points
- Trail maps & access points
- Develop Education and Outreach for
 - o residents
 - visitors
 - natural resources

- historic communities
- farming
- traditions-schools, farming, residents
- Acquire land (& access) for access, hiking, camping in NY
- Revive wellhead protection efforts upstream of Church St. bridge (Granville, NY)
- Promote watershed identity without jurisdictional boundaries
- Improve graphic representation of watershed to show 3 dimensions to improve local understanding
- Schools:
 - develop/construct a watershed model
 - o Environmental studies: utilize program to address watershed issues
 - o develop brochure on river watershed & environment-integrated disciplines
 - "Riverwatch" group in schools
 - crosspollination between schools along Poultney-Mettawee
 - o find out what schools are doing for river & link together
 - start continuing education program through schools-"Adopt Mud Creek", etc.
 - coordinate with BOCES conservation class
- Seek funds for a coordinator/administration and keep interest going
- Coordinate with rock from quarries to local farmers for streambank control
 - local facilatation
 - fund raising opportunity
- Organize volunteers for buffer planting, temporary fencing
 - Youth Conservation Corps
 - Correctional
- Develop hiking trail brochure
- Storm Sewer stenciling
- Interpretive programs to see what to protect
- Develop campsites
- Non-point source projects-
 - water monitoring
 - riparian buffer strip projects
- Public access points-
 - seek landowner cooperation
 - develop portage trails
 - o obtain recreation easements
- Develop "birding" trail
- Interaction with Green Mountain College, Adirondack Community College,
 Castleton State College
- Tourism-
 - develop signage
 - o guided tourism
 - heritage tourism

- o develop maps
- new businesses-canoes, shuttles
- Dredging
- Preserving natural areas
- Find a "Fit" between environment-region-tourism
- Volunteers to clean up rivers

Key Areas

- Education
- Environmental Management Practices
 - o farm concerns
 - o floodplain/watershed protection
- Tourism
- Recreation
- Education
- Organizational Structure
- Environmental Activities
- Community awareness/regionalism

Committee Recommendations (and volunteers)

- Natural resources and agriculture: Ken Kogut, Mary Droege
- Water quality, pollution, exotic species (monitoring, cleanup): Ken Kogut, Mary Droege, Bill Lupo, Marlene Osborne
- Recreation access/conflicts, land ownership: David Mohn, Kathryn Rigby, Ken Kogut, Mary Droege
- Tourism Promotion, interpretation, signage: Marlene Osborne, JoAnn Ingalls
- Education, Public awareness, signs: Jim Connoly, Marge Mohn, Debbie Phoenix
- Historic Sites: Marlene Osborne, Tricia Foster

Lake Champlain Byways Poultney-Mettawee Watershed Partnership Meetings Community Input Session

Slate Valley Museum, Granville, New York-November 5, 1998

Favorite Things and Places to go in the Watershed

- Trout fishing on the Mettawee
- Educational institutions on the river
- Slate Valley Museum
- Pember Museum
- Wildlife habitat
- Water chestnuts & wetlands
- Agriculture-working landscape
- Quarries
- Wetlands-unique, more diverse & more extensive than elsewhere
- People
 - strong communities
 - ethnic diversity linked to quarries
- Youth education opportunities & interpretive signage
- Canal & its history
- Cultural qualities
- Swimming holes/waterfalls
- Railroad beds-snowmobiling/walking

Challenges facing the Watershed

- Need uniform signage through region
- Landowner conflicts
- Volunteerism needs coordination
- Need to develop awareness of resources, challenges & needs
- Overcoming administrative obstacles between 2 states
- Avoid negative impacts on resources that are trying to protect & enhance
- Target local users & developm understanding of conflicts
- Impact on sensitive plants & environment and balance with promoting economic developments
- Local awareness of impacts by local users to the rivers and to the lake
- Question of controlled growth of success-evaluating capacities
- Need to start projects to develop credibility and build success
- Financial constraints
- Agriculture is changing
- Regulation
- Lack of local understanding of existing programs

- Exotic non-native invasive species
- Water quality-sediment problems in the Mettawee and Poultney
- Nutrients-high phosphorous levels
- Public wastewater facilities
- Public health-on-site septic/wells

We Could...

- Stenciling stormwater inlets-coordinate with Lake Champlain Committee
- Improve rail-trail signage at access points
- Pember/Slate Valley museums-utilize bridge connection to access river for education programs
- Improvements near museums for
 - o access
 - o picnicking
 - revive grant applications
- Initiate river cleanup with other communities

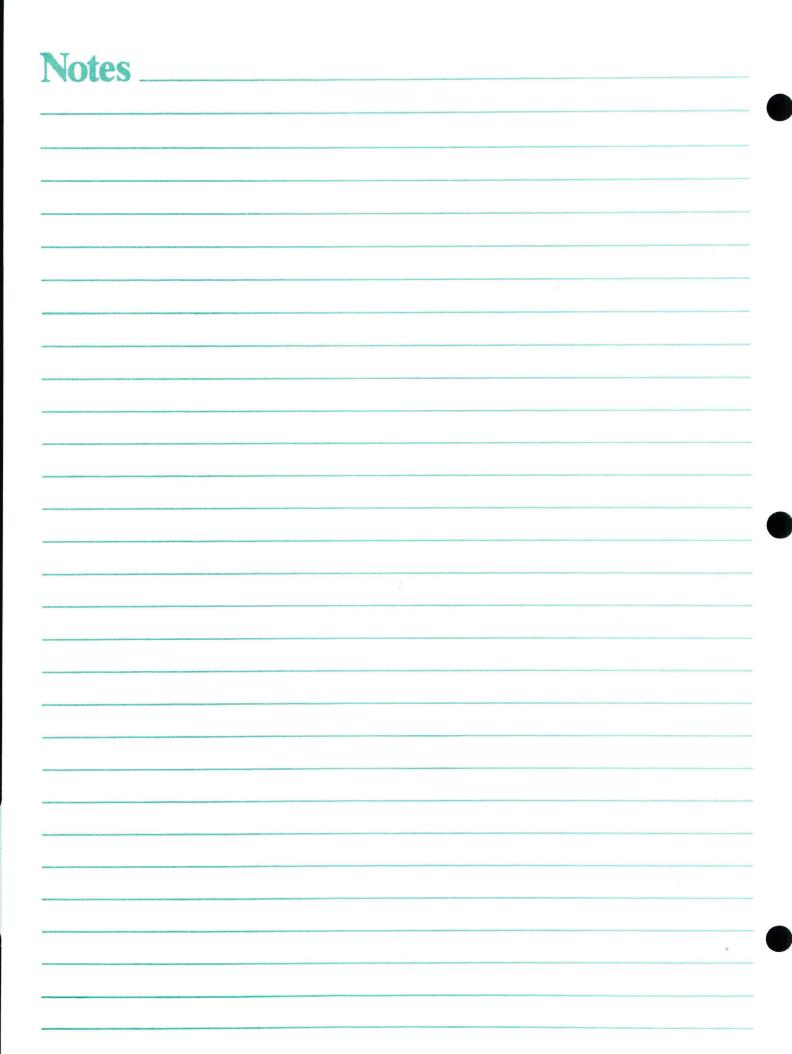
Key Areas-Committee Recommendations (and volunteers)

- Education: Claire O'Brien
- Organization: Joe Driscoll, Joe Racette
- Environmental Activities: Maria Trabka, Steve Kropczyk
- Community Awareness: Marli Rupe

Lake Champlain Byways Washington County Area Community Development and Tourism Strategy Input Session

Whitehall Chamber of Commerce, October 14, 1999

- How to build/rebuild our historical amenities (fix what's broken)
- How to complete the recreational canal trail from Whitehall south to Fort Ann
- Need to raise bridges to accommodate rail traffic
- How to support local businesses so they stay in business
- How to get people around once they are here (local/public transportation)
- How to restore the integrity of Lake Champlain (Water chestnut problem; water quality; shoreline deterioration)
- How might we work together to be more successful
- How to advertise so that people passing through stop here
- How to get people to stop here (more than advertising)
- How to develop our assets into attractions
- How to pick a clear theme for our area and build ourselves up based on that theme





Lake Champlain Byway Corridor Management Plan Franklin County

September, 1999

For more information, contact:
Northwest Regional Planning Commission
140 South Main Street
St. Albans, VT 05478
Phone: 802-524-5958

AN INVITATION TO THE READER

Known for its agricultural and railroad heritage, Franklin County offers a hometown experience sought after by visitors to Vermont. Local residents chat with one another on sidewalks; they support projects and activities that build an understanding of who they are; and they work at jobs that keep them connected to their neighbors and their community. Over the past year, many interested people have begun to think about how to share that experience with visitors. The Lake Champlain Byway Corridor Management Plan for Franklin County summarizes their thoughts.

The Action Plan came directly from the recommendations developed for roadway corridor studies in the County, information in Town Plans, and ideas and suggestions collected during the public involvement process. Staff from the St. Albans Area Chamber of Commerce played an important role in gathering information by encouraging participation from tourism stakeholders. They also offered support and technical assistance with resource information.

We invite you to read this Plan, to offer comments and criticisms, and then to join the effort to share the County with visitors in a way that respects local lifestyles. Franklin County communities are unique and special places. Through cooperative efforts, we can keep that uniqueness and the special qualities for our children and ourselves.

September 1999 Page 2